GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:581
ANSWERED ON:27.04.2016
Punctuality of Trains
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Will the Minister of RAILWAYS be pleased to state:

(a) whether the trains, particularly the New Delhi bound trains, are usually running behind schedule and if so, the details thereof;

(b) the details of the measures being taken by the Government to ensure the timely operation of trains;

(c) the stations in Uttar Pradesh at which the operation of trains is being delayed owing to excessive pressure of trains; and

(d) whether the Government has formulated any scheme to lay additional tracks at those stations and if so, the details thereof ?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI MANOJ SINHA)

(a) Indian Railways' overall punctuality during 2015-16 was 78% approx. However, in the current Financial Year, Indian Railways has clocked about 82% overall punctuality till 25 April 2016. Punctuality performance of Mail Express trains terminating at New Delhi for the last one year (2015-2016) was 60%. New Delhi bound trains primarily get delayed owing to severe capacity constraints on Mughalsarai-Allahabad-Ghaziabad and Bhopal-Jhansi-Agra-Mathura-New Delhi sectors on account of increasing passenger and freight traffic. Other factors impacting punctuality are accidents, planned blocks for executing capacity enhancement works and construction of low height subways, ROBs, RUBs etc. as well as due to factors not in control of the Railways, such as adverse weather conditions (fog, rains, breaches), intermittent natural calamities such as floods, cyclones, heavy rains, heavy road traffic at level crossing gates across the Indian Railways network, multi faceted law and order problems, including public agitations and bandh calls in left wing extremism affected and other areas, miscreant activities such as theft of Railway assets, mid-section run over cases involving cattle and human being etc.

However, in the current Financial Year, there has been an improvement as the terminating punctuality of Mail Express trains at New Delhi has reached 70% till 25 April 2016.

(b) Railways have initiated various measures aimed at improving punctuality of trains over Indian Railways network by sensitization of staff involved in train operations, controlling asset failures and their down-time, prioritization of preventive maintenance of assets, time tabling improvements, capacity enhancement through creation of new infrastructure etc. For factors affecting punctuality which are beyond railways control such as public agitations, law and order problems in left wing extremism affected areas etc. State Governments are being pursued for more effective resolution of these problems.

(c) Some stations of Uttar Pradesh facing excessive pressure of trains are Saharanpur, Moradabad, Lucknow, Varanasi, Faizabad, Prayag, Allahabad, Kanpur, Mirzapur, Chunar, Tundla and Aligarh and get delayed owing to severe terminal capacity constraints and congestion of sections catering to these stations due to increasing passenger and freight traffic.

(d) High priority is being accorded for making resources available for speedy execution of capacity augmentation works such as providing automatic signaling in a phased manner over the Mughalsarai-Kanpur and Bhopal-Mathura-New Delhi sectors, provision of 3rd line corridors in a phased manner over Mughalsarai-Allahabad, Aligarh-Ghaziabad, Mathura-New Delhi and Bhopal-Bina sectors, providing Low Height Subways (LHS) and Road Over Bridges (ROBs) on congested routes for eliminating level crossing gates, execution of Eastern and Western dedicated freight corridors, rationalization of terminals and routes on Allahabad division to avoid congestion of Allahabad station etc. These systemic capability to run trains more punctually.

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